

# THE ILLUSTRATED LONDON NEWS

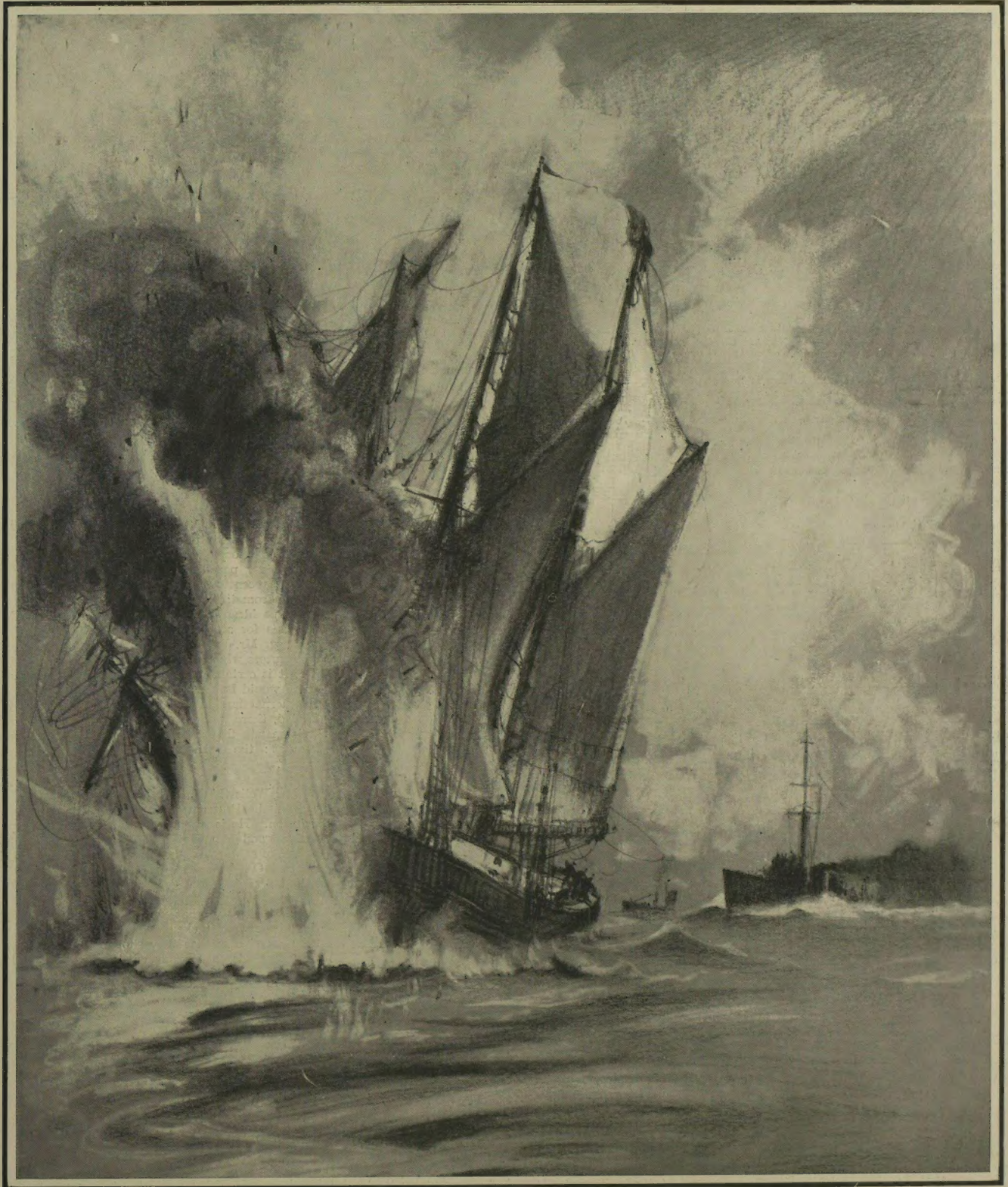
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SIXPENCE.

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## THE WORK OF "MURDEROUS SNARES" AKIN TO THOSE WHICH A DISGUISED GERMAN TRAWLER IS SAID TO HAVE BEEN CAUGHT LAYING: A DANISH SCHOONER BLOWN UP BY A GERMAN MINE.

It was reported on the 9th that a British gun-boat had captured a trawler, purporting to belong to Grimsby, which had been mine-laying and had 200 mines on board. The Germans, it was also said, had sunk two Grimsby trawlers and captured ten, which would probably be used for mine-laying. The vessel shown in our drawing is the Danish three-masted schooner "Gad," which collided with a German mine in the North Sea on August 27. Captain Petersen, in describing the event to our artist, said: "We were thirty miles E.N.E. of Sunderland; a clear day and a fair-running

sea. About noon there was a fierce explosion, and the ship heeled over. The foremast fell, and the yards splintered. The sails were in ribbons and the rigging all of a tangle. A British torpedo-boat raced up to help us, coming full speed with the smoke streaming from her funnels." Mr. Bonar Law, at the Guildhall, said of German mine-laying: "The enemy furtively steals forth to sow the sea with the murderous snares which are more full of menace to neutral shipping than to the British Fleet."—[Drawing Copyrighted in the United States and Canada.]

DRAWN BY FRANK H. MASON, K.B.A., FROM MATERIAL SUPPLIED BY CAPTAIN H. N. PETERSEN, MASTER OF THE DANISH SCHOONER.







# THE GREAT WAR: PHASES OF THE CONFLICT AT HOME AND ABROAD.

PHOTOGRAPHS BY NEWSPAPER ILLUSTRATIONS, TOPICAL, ROUGH, RECORD PRESS, S. AND G., AND L.N.A.



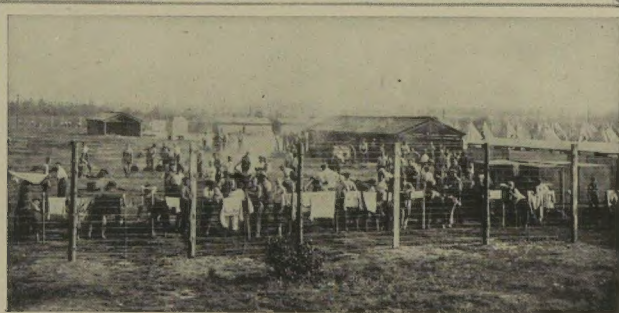
A "V.C." REPORTED "MISSING": COLONEL W. E. GORDON, OF THE GORDON HIGHLANDERS.



LOYAL AID FOR THE MOTHER COUNTRY: CANADA'S "ROYAL GRENADIERS" LEAVING MONTREAL FOR VALCARTIER MOBILISATION CAMP.



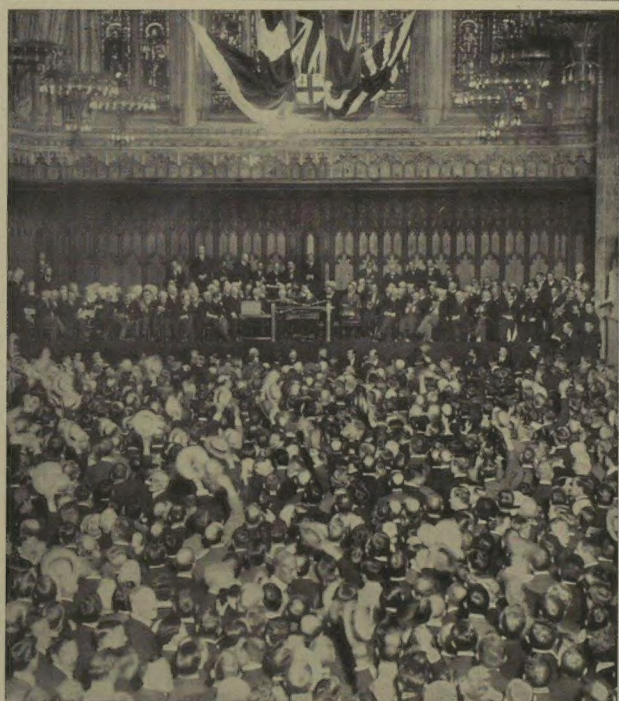
A SAVIOUR OF BRITISH GUNS: CAPTAIN F. O. GRENFELL, 9TH LANCERS.



"BARRED" BY ELECTRIFIED BARBED WIRE: GERMAN PRISONERS OF WAR IN CONFINEMENT IN CAMBERLEY COMPOUND.



A GERMAN LINER AS AMERICAN HOSPITAL-SHIP: THE "HAMBURG"—NOW RENAMED "RED CROSS"—REPORTED STOPPED AT NEW YORK.



MR. ASQUITH'S GUILDHALL CALL TO DUTY: THE SCENE AT THE CLOSE OF THE PREMIER'S ADDRESS.



ITALIANS IN ENGLAND DECLARE THEIR SYMPATHY: THE GREAT LONDON MEETING IN THE QUEEN'S HALL.

The 1st Gordon Highlanders have suffered terribly in action during the present war. They are returned at having lost 2 officers killed, 1 officer wounded, and 18 officers missing. Among these last was included Colonel Gordon, V.C., A.D.C., an officer whose war service record includes two Indian frontier campaigns and the South African War, where he won the V.C. for saving guns near Krugersdorp. A later unconfirmed report says Colonel Gordon was killed in a night retreat.—The Royal Grenadiers (the 10th Regiment of the Canadian Active Militia) are seen leaving Montreal for Valcartier camp, where the first and second contingents of 20,000 men are in training.—Captain Grenfell, of the 9th Lancers, a nephew of Lord Grenfell, in one of the earlier combats of the war was wounded seriously, but seeing two British guns disabled by shrapnel, he collected some men, charged the

Germans, and brought off the guns.—Inside the Camberley compound the German prisoners can amuse themselves at will. An outer series of wire-entanglements renders escape impossible.—The Hamburg liner "Hamburg," the big three-funnelled ship shown above, is one of the German liners interned at New York. The American Red Cross Society chartered the ship, and renamed her the "Red Cross," proposing to use her as a hospital vessel; but owing to there being Germans in the crew the ship is said to have been detained.—Our two last illustrations show, the one, the enthusiastic scene in the packed Guildhall immediately after Mr. Asquith closed his address; the other, the great meeting in Queen's Hall, to proclaim the sympathy of the Italians in this country with Great Britain.



# DEAD ON THE FIELD OF HONOUR: BRITISH OFFICERS WHO

PHOTOGRAPHS BY SPADSHUT, RUSSELL, LANDFEST, LAPAYETTE, SARON, GALE AND FULDER, C.N., SHOOTER, DEATH, STARR AND RHONALD.



The portraits here published are of some of those fine soldiers who died on the field of honour during the first, and necessarily the most trying, period of the war. In the majority of cases the gallant dead were, in addition to being officers of famous fighting regiments, members of famous fighting families—families which have given their sons to the service of the Empire for generations. Colonel R. C. Bond, D.S.O., in South Africa, saw active service, and earned his D.S.O. in South Africa. Lieutenant G. Lambton, of the Coldestream Guards, was second son of the Hon. F. W. Lambton, and a nephew of Lord Durham. He was married only last June to Miss Dorothy Leyland. Major C. A. L. Yate, of the Yorkshire Light Infantry, now active service on the Indian frontier, in South Africa, where he was mentioned in despatches, and in the Russo-Japanese War. Lieutenant-Colonel C. A. H. Bret, D.S.O., of the Suffolk Regiment, was a son of the late Lieutenant-Colonel Arthur Bret, and served in the Boer Expedition and in South Africa. In the latter campaign he was severely wounded, mentioned in despatches, and received the D.S.O. We have included Viscount Hawarden amongst these portraits, in the first official list of casualties, he was reported to have died in hospital, but this has not yet been confirmed. He was the sixth Viscount, and a Second Lieutenant in the Coldestream Guards. His heir is his cousin, Captain E. W. Maude, West Surrey Regiment.

# HAVE GIVEN THEIR LIVES FOR THE FREEDOM OF EUROPE.

WELLINGTON STURD, LANDFEST WESTON, BARNETT, BARNARD, MAY, BROOKS HUGHES, ROBINSON, HENRY, AND GILMAN (PRETORIA).



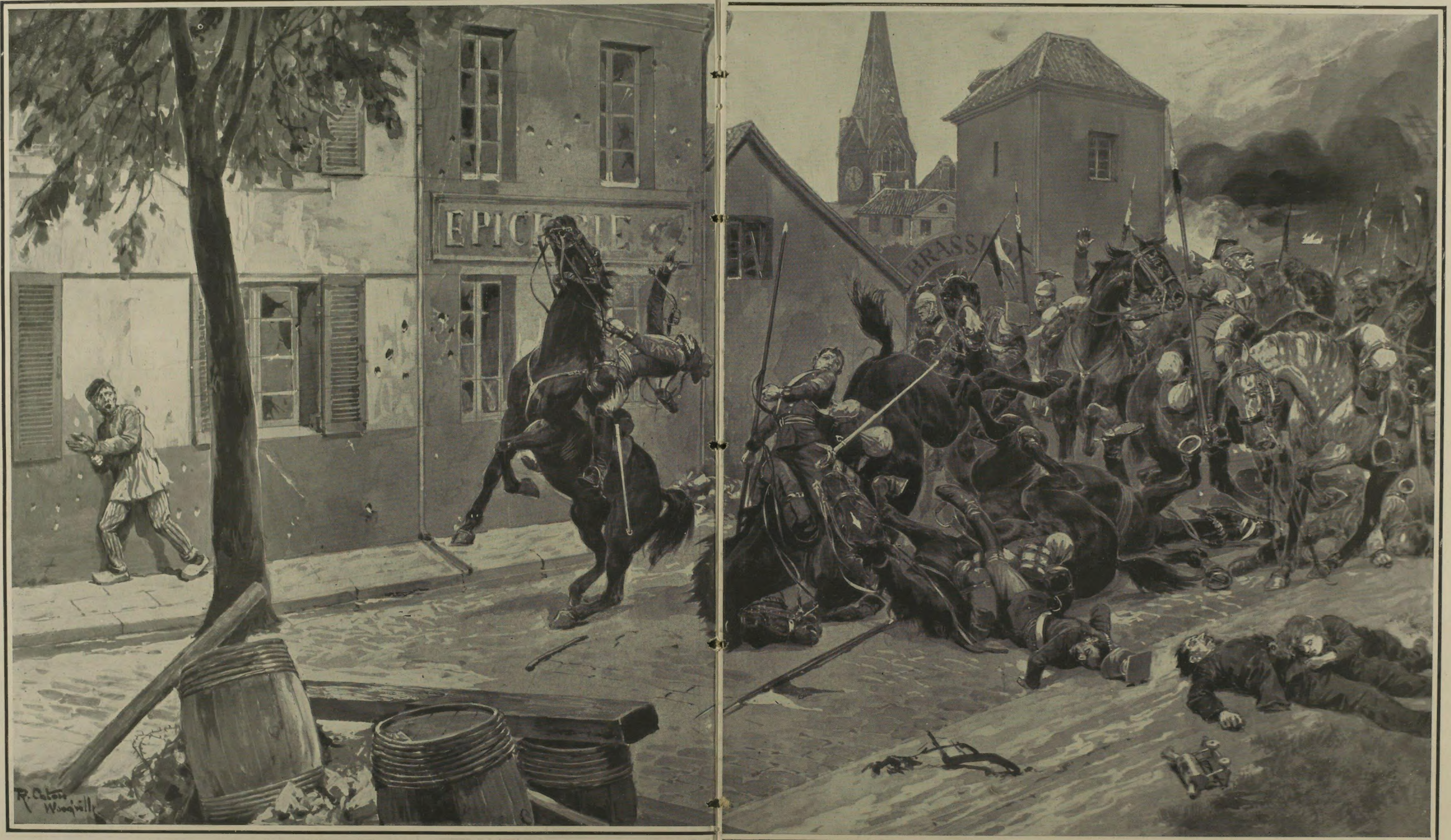
Captain W. E. Gattacore was the eldest son of the late General Gattacore, and, like his father, served through the South African campaign. Second-Lieutenant R. H. M. Verber, of the Grenadier Guards, was the great-grandson of the third Lord Gort, and his sister is the present Lady Gort. Major H. F. Crichton, of the Irish Guards, got his commission in the Grenadiers, and took part in the Nile Expedition, being present at the Battle of Khartoum, and in the South African War, where he was employed with the Imperial Yeomanry. He was the only son of Lieutenant-Colonel the Hon. C. F. Crichton, brother of Lord Emsay, by his marriage with Lady Madeline Taylor, daughter of the third Lord Headfort. Lady Milnes is his sister. Colonel G. R. Ansell, of the 5th Dragoon Guards, was only forty-two. As Adjutant of the 6th Dragoon Guards, he distinguished himself in the South African War, was mentioned in despatches, and was marked for Staff employment. He became Lieutenant-Colonel of the 5th Dragoon Guards in 1911. He was a famous polo-player. Captain T. S. Wickham, D.S.O., belonged to the Manchester Regiment, but he was serving in the Mounted Infantry of the Nigeria Regiment when he was killed; and Lieutenant A. H. Stewart, who was also attached to the 3rd Nigeria Regiment of the West African Frontier Force, belonged to the Gloucestershire Regiment. He was the youngest son of Colonel Harry Stewart, of Hopton Hall, near Yarmouth.



# A BRITISH CAVALRY ACTION AGAINST GERMAN CAVALRY: UHLANS "WIPED OUT" IN FRANCE.

DRAWN BY R. CATON WOODVILLE FROM

A SKETCH BY FREDERIC VILLIERS.



## "OVER 600 HORSEMEN WERE MOWED DOWN": UHLANS UNDER THE FIRE OF BRITISH

In an official message describing the fortunes of the British Expeditionary Force during the earlier days of the fighting, it was said: "The losses suffered by the Germans in their attacks across the open, and through their dense formations, are out of all proportion to those which we have suffered. In Landrecies alone, on the 26th (August), as an instance, a German Infantry Brigade advanced in the closest order into the narrow street, which they completely filled. Our machine-guns were brought to bear on this target from the end of the town. The head of the column was swept away, a frightful panic ensued, and it is estimated that no less than 800 to 900 dead and wounded Germans were lying in this street alone."

## CAVALRY MACHINE-GUNS IN A NARROW STREET OF A FRENCH FRONTIER TOWN.

Mr. Caton Woodville here illustrates, from a sketch by Mr. Frederic Villiers, an incident akin to that just mentioned. It is noted on the sketch: "Uhlans in a street in a French frontier town. Over 600 horsemen were mowed down by our machine-guns. The street was simply yards deep with dead." The machine-guns were placed, one well down the street, the other, rather nearer to the advancing horsemen and to the right of the roadway. This was screened by barrels and timber. By such actions, as well as by their general behaviour in the field, our troops have, in the words of Sir John French "established a personal ascendancy over the Germans."—[Drawing copyrighted in the United States and Canada.]





# THE GREAT WAR.

By CHARLES LOWE.



ON the whole, the present week began favourably and hopefully, mainly on account of the admirable review of the situation—based on official reports from the front—as summarised for us in Whitehall, most probably by Lord Kitchener himself. If we could only be treated to a weekly summary of a similar kind, there would be much less grumbling about the secretive ways of the War Office. Apart from showing us anew, in the words of Napier, "with what a strength and majesty the British soldier fights," the report was valuable as revealing the fact that never before, perhaps, had any British Army emerged triumphant from such an ordeal as the nine-days' rear-guard fighting between Mons and the Marne—fighting which involved the loss of 15,000 in killed, wounded, and missing.

But comfort springs to us from the reflection that though the killed in battle are lost to us for ever—like the brave hearts in our battle-ships who succumb to a fiendish mine—many of the "missing" will certainly rejoin their regiments, while most of the wounded will also recover. Of our 22,829 wounded in South Africa, only 2018 died of their hurts; and we learn from the doctors of Netley Hospital (which may be taken as typical of others), where several hundred victims of the present dreadful war are now snugly bedded, that there is no reason why the greater part of these patients should not recover and rejoin their several units.

It is added that, though almost all the wounds are by bullets, yet these are of the shrapnell-shell variety, and not rifle-balls—an interesting fact which completely bears out the statements of all our soldiers that their opponents cannot "shoot for nuts" (or "for toffee," as one Tommy more expressively put it), as well as the avowal of Sir John French himself that "the shooting of the German infantry is poor." But for their artillery they would be nowhere against us. And yet our gunners, to quote Sir John again, "have never been opposed by less than three times their number." As for the cavalry, "their patrols simply fly before our horsemen," who otherwise, in the words of Sir Philip Chetwode, "go through the Uhlans like brown paper." In brief, says Sir John, "there is no doubt whatever that our men have established a personal ascendancy over the Germans, and that they are conscious of the fact that, with anything like even numbers, the result would not be doubtful."

There are two main respects only, I take it, in which the Germans are our betters: their vast numbers, and the combined power of their artillery—field and siege. On the day of the capitulation of Sedan, when at last the captive French Emperor was admitted to an interview with King William in the Château Bellevue, his fallen Majesty complimented his conqueror on the bravery of his troops, and added: "But it was the Prussian artillery, Sire, which won the battle"—no fewer than 500 field guns, all then forming a hell-fire Sodom-and-Gomorrah circle round the heights of Sedan. That was, in fact, why poor ill-fated De Wimpffen and his fellow-negotiators had to submit to the crushing conditions of Moltke, who could thus oppose 500 arguments to the French pleas for milder and more merciful terms.

To-day, again, the Prussian gunners are evidently better shots than their infantry comrades, and they have such an infernal number of field-pieces. As for their siege-guns, which have been battering down the latest type of Brialmont forts at Liège, Namur, and elsewhere, as one would break a walnut-shell with a nut-cracker—these have evidently been the great surprise of the war—that, and the extent to

which the Germans have been utilising motor-transport of all kinds for guns, wagons, lorries, and the rapid pushing-forward of troops to occupy strategic points.

Murderous machine-guns, too, mounted on iron-clad motors—that is a device which I do not remember to have ever seen employed at any of our autumn manoeuvres in recent years. Of the value of aeroplanes as scouting agencies or range-finders in war it would be premature to speak, since nothing is yet known of the positive or negative results achieved by the aviators on either side, though Antwerp can



NORTHERN FRANCE SHARES THE VICISSITUDES OF BELGIUM: REFUGEES LEAVING A FRENCH VILLAGE TO ESCAPE THE GERMANS.

Photograph by Rol.

tell a gruesome tale of bomb-dropping from Zeppelin air-ships—Antwerp, which is now bravely defending herself by adopting the Dutch amphibious method of fire and water.

But perhaps the most distinctive feature of the war is the close infantry formation which the Germans, unlike other armies of Western Europe, have retained from 1870; and all our men in their letters home remark on the marvellous, sheep-like way in which the enemy come on, wave after wave, to meet their inevitable punishment. There is also a consensus of

The idea of unskilled brute-force seems to permeate even their infantry tactics; and all their commanders appear to be now modelled on General Steinmetz, Generalissimo of the First German Army in 1870, who, first at Spicheren, and then at Gravelotte, was so prodigal of his soldiers' blood that he had at last to be relieved of his command and sent to the Baltic—there to cool at once his indiscreet courage and his heels. Yet now there seems to be a Steinmetz at the head of every German regiment which wants to "hack its way through," though in the case of a position held by steadfast

British infantry who can shoot straight from the shoulder, instead of firing from the hip, and charge with the bayonet, this "hacking through" process must necessarily be accompanied by considerable disenchantment and disaster. Our steadfast soldiers have repulsed many such attacks, and yet, by the necessities of the case, have had to go back—which is the hardest trial, perhaps, that a brave spirit can have to undergo—a tactical victory followed by a strategical retirement; but our gallant "Tommys" have proved equal to the strain.

Another feature of the war which seems to indicate a new departure—though in this respect our experience is not, perhaps, mature enough—is that it appears to be no longer necessary to invest a fortress, or fortress-ringed town, in order to reduce it. Witness the cases of Liège and Namur, to speak of nothing else, where the Germans, with their Sodom-and-Gomorrah volcano-guns, simply broke to pieces several of the encircling forts and then smashed their way through. In the same way some of the Maubeuge forts have fallen, though at the time of writing (Wednesday morning) the place itself does not seem to have surrendered.

People talk about the possibility of another investment of Paris, which would mean its engirdlement by at least 500,000 men; but as far as one can judge, such an enormous operation does not enter into the calculations of the Grand General Staff. According to the analogy of the fortified places already referred to which the Germans have reduced, all they would have to do in the case of Paris would be to pulverise a few of the outlying forts with their terrific siege guns and "smash their way through" the broad gap thus created, into the "Ville Lumière" itself—bivouacking in the Champs Elysées and on the Place de la Concorde with the same safety and serenity of mind as in 1871.

Meanwhile, the reduction of Paris does not seem to be the immediate object of the invader (whose Hunnish barbarities have been crowned by the wanton destruction of Dinant), though what that object really is can only become clear shortly. But I rather think it will be found that, like some other barbarians no less savage than the Huns, the Germans are now seeking to imitate the strategy and tactics of the Zulus, whose object it ever was to advance on their enemies (ourselves included) in a wide crescent ever narrowing into a circle so as to "Sedan" them. It is a colossal move, which began by meeting with serious checks and reverses at the hands of the Allies, now at last assuming the offensive; but, to the German mind, the capture of Paris is nothing to the decisive defeat of the French armies in the field.

Elsewhere, apart from some naval disasters of a minor kind, the sun of success continues to be shining on our cause throughout the vast theatre of war from Chatham to China, but more especially in Galicia, where history is being made more rapidly and decisively even than in France.

LONDON, SEPTEMBER 9.



STONES FROM THE ROAD USED FOR BARRICADES IN PARIS: THE PORTE DE CLIGNANCOURT PREPARED AGAINST INVADERS.

As soon as the Germans began to threaten Paris the city was put into a state of defence, barricades were thrown up, and trees and other obstacles to the fire of the defenders were removed. The defence of the capital is in the hands of General Gallieni, Military Governor of Paris and Officer Commanding the Paris Garrison.

Photograph by Wynham.

statement, alike from the French and the British side, that the Germans show a decided dislike of the bayonet, which they do not even know how to use, and certainly, at least, they would never cut much of a figure with it at Olympia.



# THE BOMBARDMENT OF MALINES: TREASURES LOST AND SAVED.

PHOTOGRAPHS BY NEWS ILLUSTRATIONS AND SPORT AND GENERAL.



SALVAGE AT THE CATHEDRAL: REMOVING AN ART-WORK BEFORE THE BOMBARDMENT.



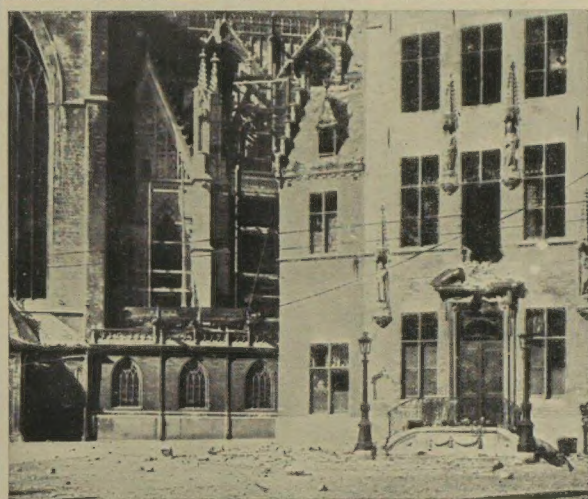
AN OLD MASTER SAVED FROM THE MUSEUM, BEFORE THE BOMBARDMENT: A VAN DYCK ROLLED UP FOR REMOVAL.



RESCUED FROM THE CATHEDRAL: A PAINTING WHICH WAS REMOVED TO ANTWERP.



ONE OF MANY IN MALINES: A SHELLED-OUT HOME.



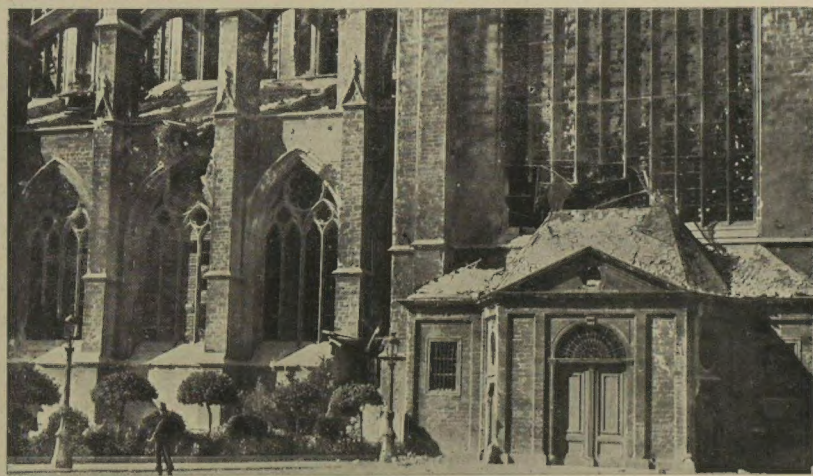
RUINED BY GERMANY: THE BEAUTIFUL FIFTEENTH-CENTURY TOWN HALL AND THE FAMOUS CATHEDRAL DAMAGED.



BIGGER THAN A MAN'S HEAD: A SHELL-HOLE.



WITH PRICELESS STAINED-GLASS WINDOWS SHATTERED: IN THE BOMBARDED CATHEDRAL.



THE CATHEDRAL AFTER THE BOMBARDMENT: A PHOTOGRAPH ILLUSTRATING THE DAMAGE TO THE EXTERIOR OF ST. ROMBOLD'S AND TO ITS STAINED-GLASS WINDOWS.

With no apparent reason, beyond a desire for wanton vandalism, the ancient unfortified city of Malines was bombed by the Germans and partially destroyed, many famous buildings and works of art being demolished or damaged beyond repair. Luckily, a number of the best-known "Masters" in the Cathedral and Museum were removed hastily to safety in Antwerp just before the bombardment, in some cases at considerable risk to those engaged in the work of salvage. The bombardment lasted for nearly an

hour and a-half, during which time over seventy shells were dropped on the city. Amongst public buildings which suffered severely were the old Cathedral of St. Rombold (1437-52), which was partly demolished, with many of its famous stained-glass windows and works of art, and the Town Hall, which also dates from the fifteenth century. Fortunately, some of the most priceless works by Van Dyck and Rubens, from the Cathedral and the Museum, were rescued and conveyed to Antwerp for safety.



# WHEN OUR MEN WERE PROVING PERSONAL ASCENDENCY OVER THE GERMANS: NIGHT IN THE TRENCHES AT MONS.

DRAWN BY A. FORESTIER FROM

A SKETCH BY FREDERIC VILLIERS.



## AFTER THE FIRST DAY OF THE BATTLE: GERMAN SEARCHLIGHTS SWEEPING OVER THE FIELD IN QUEST OF MOVING BRITISH TROOPS FOR THEIR GUNS TO SHELL.

That Sunday night after the first day's battle at Mons (August 23) was, for the British, one of the most "nervy" experiences soldiers ever had. During the day our hard-pressed troops from their shelter-trenches had, with their steady, unceasing musketry-fire, beaten back six desperate assaults of the massed German columns; but night brought no rest for them. Indeed, as letters sent home have told, the night in some ways proved a worse ordeal to go through than the day. From the German position powerful searchlights swept the entire battle-field, circling steadily round and lighting up the British lines. Wherever the beams fell, immediate advantage was taken by the German artillerymen. Wherever they observed the

least movement, salvos of shrapnel followed at once, the shells bursting in clusters and showering down their hail of bullets over the marked place. Our illustration shows the scene at the moment of one of these shrapnel attacks. To the centre and right those dark mounds and heaps in the open are German dead—men and horses fallen in the day's attacks. The men lying prostrate on the left are British dead, carried from the shelter-trench. Beyond them on the left are stretcher-parties bearing away the wounded struck down by the shrapnel bullets. The man seen in rear of the shelter-trench is tearing up lint for a wounded comrade.—[Drawing Copyrighted in the United States and Canada.]



# THE WAR: FRANCE'S TEMPORARY CAPITAL; AND OTHER PLACES.

PHOTOGRAPHS BY SPOONER, C.N., TOPICAL ILLUSTRATIONS BUREAU, AND UNDERWOOD AND UNDERWOOD.



THE NEW SEAT OF THE FRENCH GOVERNMENT: PRESIDENT POINCARÉ'S QUARTERS AT BORDEAUX, FORMERLY THE PRÉFECTURE.



A SCENE OF HEAVY FIGHTING, FIRE, AND FLOOD: THE PICTURESQUE BELGIAN TOWN OF TERMONDE.



LEMBERG, TAKEN BY OUR RUSSIAN ALLIES, AND NOW TO BE KNOWN ONLY AS LVOFF: THE CAPTURED CAPITAL OF THE AUSTRIAN PROVINCE OF GALICIA.



"CAPITAL" OF PARIS NOW AND AS IT WAS DURING THE FRANCO-GERMAN WAR: BORDEAUX—A GENERAL VIEW.



WRECKED BY BOMB-THROWING ZEPPELINS: RUINED HOUSES AT ANTWERP.



DAMAGED BY BOMBS FROM A GERMAN AEROPLANE: A SHOP AND THE ROADWAY SUFFER IN PARIS.



WRECKED BY BOMB-THROWING ZEPPELINS: RUINED HOUSES AT ANTWERP.

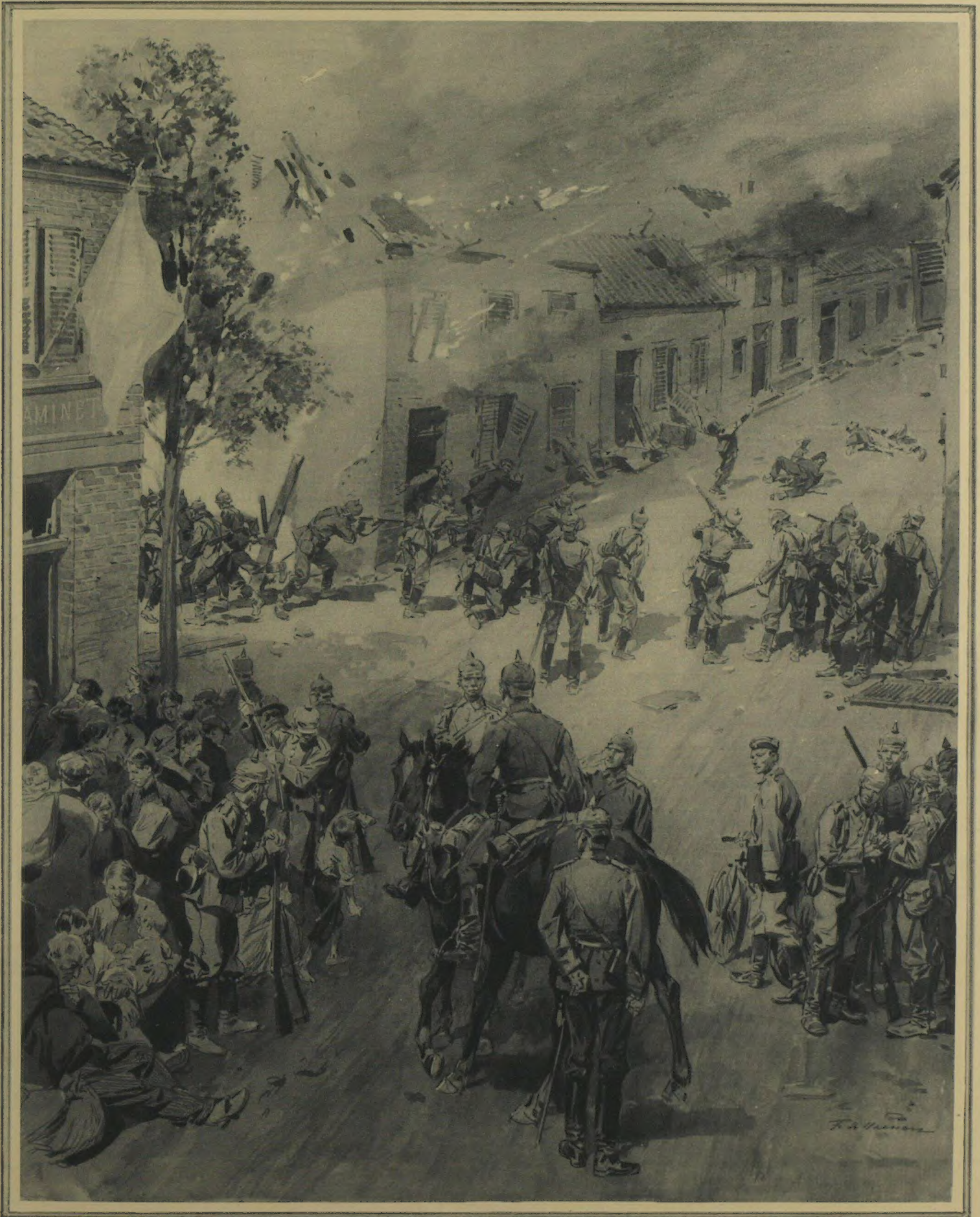
It was officially announced on September 5, in a manifesto signed by President Poincaré, that the French Government was temporarily transferring its headquarters to Bordeaux, a town which was known to the Romans as Burdigala. Bordeaux is situated on the left bank of the Garonne, which forms a magnificent harbour some sixty miles to the south-east of the mouth of the river, and is favourably placed for communication with other parts of France and with Spain. It was also the temporary capital of France in the Franco-German War.—Termonde has been the scene of heavy fighting between

the Belgian and German troops. The latter are said to have attempted to burn it down before evacuating it; whilst the former, opening the dykes, flooded the neighbourhood, causing the Germans to abandon some of their guns and to take to trees and roofs to escape drowning.—Lemberg, the capital of the Austrian province of Galicia, has been captured by our Russian Allies after several days' severe fighting, in which the enemy were repulsed with heavy loss.—Fresh damage to property has been done in Antwerp by German bomb-dropping vandals in air-ships, and in Paris by aeroplanes.



# THE GERMAN REIGN OF TERROR: THE TRAGEDY OF CORTENBARG.

DRAWN BY FRÉDÉRIC DE HAENEN FROM MATERIAL SUPPLIED BY AN EYE-WITNESS, MR. A. J. DAWE, OF OXFORD.



## HOW THE GERMANS TREAT CIVILIANS THEY ACCUSE OF ATTACKING THEIR TROOPS: FIRE AND SWORD IN A VILLAGE STREET.

Mr. A. J. Dawe, who supplied us with the material for this drawing, has described in the "Times" the sights he saw at Cortenbarg on August 28, and later at Louvain. "As we approached Cortenbarg," he writes, "we heard firing; we were told 'On a tiré sur les soldats.' . . . For three terrible hours we had to stand there watching the destruction. . . . The men who were guarding us told us that from certain houses shots had been fired by the civilians during the morning upon a passing German troop, and that several Uhlans had been killed. They began upon the houses from which the shots

were supposed to have been fired. These houses were soon splitting with fire and shooting up great flames. Here and there the fire soon spread along the whole street. The women and children were herded together and set aside. We heard the quick sounds of rifle-shots as the escaping civilians were picked off. It was a terrible and brutal business—we had not yet seen Louvain, and to us it was our first experience of the real horrors of war." In the left foreground of the drawing is a group of women and children and old men.—[Drawing Copyrighted in the United States and Canada.]



# AN OASIS IN A DESERT OF DEVASTATION: THE HOTEL DE VILLE, ALMOST UNTOUCHED AMID THE RUINS OF LOUVAIN.

PHOTOGRAPH BY [REDACTED] NEWSPAPER ILLUSTRATIONS.



## WITH THE CHURCH OF ST. PIERRE LEFT ROOFLESS AND OLD FLEMISH HOUSES LAID IN

It was at first reported that the beautiful and historic Hotel de Ville at Louvain had shared the doom of the other public buildings of that ill-fated town, including the old church of St. Pierre, the University, and the Library. It has since become known, however, that the Germans made an exception in their career of vandalism in favour of Louvain's famous Town Hall. The Hotel de Ville has been left standing amid the general ruin. The first news to this effect was given by Mr. A. J. Dawe, of Oxford, whose letter to the "Times" on what he saw at Louvain we quote under our double-page drawing of that town in German hands. In his letter Mr. Dawe also says: "I have been called a 'pro-German' because I have asserted that the Germans have not destroyed the Hotel de Ville at Louvain. . . . Lover as I am of art, I would rather that all the artistic masterpieces of this world had been destroyed

## RUINS: LOUVAIN UTTERLY DESTROYED, EXCEPT THE FAMOUS 15TH CENTURY TOWN HALL.

than that the people of Belgium should have suffered the loss of property, the loss of their menfolk, and the terrible shooting, looting, and burning that I have seen. The Germans have saved the Hotel de Ville. That is a small point. Let English people who sit safely on their island, and talk of the barbaric destruction of works of art, think less of the works of art and more of the human life that has been ruthlessly destroyed." On the left of the photograph in the background are seen the roofless walls of the old Gothic church of St. Pierre, and in the foreground the wreckage of some of the many picturesque old Flemish houses which have been utterly destroyed. In his great speech at the Guildhall recently Mr. Asquith referred to the sack of Louvain as one of those "intolerable wrongs" for which the national conscience of this country would have felt responsible had we not done our best to prevent and avenge them.



# THE ONE PAUSE IN THE GERMAN ARMY'S CAREER OF VANDALISM: LOUVAIN'S FAMOUS TOWN-HALL SAVED.

DRAWN BY S. BEGG FROM MATERIAL SUPPLIED BY AN EYE-WITNESS, MR. A. J. DAWE, OF OXFORD.



THE SPARED HOTEL DE VILLE SURROUNDED BY GERMAN BAGGAGE-WAGONS, AS THOUGH FOR ITS PROTECTION: IN DEVASTATED LOUVAIN—GERMAN OFFICERS IN MOTOR-CARS REGALED ON LOOTED WINE AND CIGARS WHILE THE CITY WAS BURNING.

Mr. A. J. Dawe, who courteously supplied the material from which this drawing was made, is one of the two young Oxford men whose adventurous journey in Belgium he recently described so vividly in a letter to the "Times." "In one street I saw two little children walking hand in hand over the bodies of the dead men. I have no words to describe these things. I hope people will not make too much of the saving of the Hotel de Ville. The Hotel de Ville was standing on Friday morning last, and, as we plainly saw, every effort was being made to save it from the flames. We were told by German officers that it was not to be destroyed. I have personally no doubt that it

is still standing. . . . The German officers dashing about the streets in fine motor-cars made a wonderful sight. They were well dressed, shaven, and contented-looking; they might have been assisting at a fashionable race-meeting. The soldiers were looting everywhere; champagne, wine, boots, cigars—everything was being carried off." The drawing shows the Hotel de Ville in the centre, surrounded by German baggage-wagons, as though for its protection. On the right are houses burning; immediately to the left is a German canteen for the distribution of looted liquor, while, in the foreground, soldiers are bringing to officers bottles of wine and boxes of cigars.—[Drawing Copyrighted in the United States and Canada.]



# IN THE TRACK OF THE GERMAN HORDES: RAVAGED LOUVAIN.

PHOTOGRAPHS NOS. 2 AND 3 BY THE FARRINGTON PHOTO. CO.; THE OTHERS BY NEWSPAPER ILLUSTRATIONS



ALL THAT REMAINS AFTER SIX CENTURIES: THE ROOFLESS RUIN OF THE CHURCH OF ST. PIERRE.



DEVASTATION IN THE OXFORD OF BELGIUM: THE BARE WALLS OF THE UNIVERSITY AND LIBRARY.



NOW A DREAR WASTE OF WRECKAGE AND DESOLATION: THE RUE DE LA STATION, HITHERTO A SCENE OF BUSY LIFE.



THE RAVAGE OF WAR IN THE PLACE DE LA CONCORDE, LOUVAIN: WRECKED CAFES AND HOTELS.



A PLEASURE-HOUSE DESTROYED; WITH ITS FAMOUS MURAL PAINTINGS: THE FAÇADE OF THE GUTTED THEATRE.

Among the illustrations above are shown all that remains of three historic buildings which had been for centuries the pride of the inhabitants of the Low Countries. The great fifteenth-century Church of St. Pierre, of which now only the bare and roofless walls remain, had been one of Louvain's most treasured possessions for five centuries. It was begun as long ago as in 1425, and was a fine example of late-Gothic architecture, a cruciform structure of noble proportions within, flanked with chapels. Even

more cruelly despoiled by the incendiary flames was the historic University of Louvain, a famous seat of learning, dating also from the Middle Ages, which gave to Louvain its appellation of "the Oxford of Belgium." Some sixteen hundred students were on its roll. The famous Louvain Library, which has perished at the same time, if not dating back earlier than 1723, possessed one of the most valuable collections of books in the Low Countries (some 150,000 volumes), together with many priceless manuscripts.



## HOW A UNIVERSITY TOWN FARES AT GERMAN HANDS: LOUVAIN.

PHOTOGRAPHS BY NEWSPAPER ILLUSTRATION



WITH A STATUE THAT ESCAPED THE GENERAL HAVOC: RUINS OF THE HOTEL DU NORD AND OTHER BUILDINGS AT LOUVAIN.



THE EFFECT OF GERMAN "CULTURE" ON "THE OXFORD OF BELGIUM": WRECKAGE IN THE STUDENTS' QUARTER AT LOUVAIN.

The destruction of the ancient University town of Louvain by the Germans suggests what might happen to Oxford and Cambridge and other British seats of learning in the event of a German invasion. Louvain has been called "the Oxford of Belgium," and "the intellectual metropolis of the Low Countries since the Middle Ages." Its destruction has raised a chorus of indignant protests from all parts of the world against such an incredible act of vandalism on the part of a nation which boasts of its "culture." Curiously enough, several statues at Louvain escaped the general ruin. Among the

chief statues in the town were one of Sylvain Van de Weyer, a promoter of the Revolution of 1830, in front of the railway station, and one of the philologist, Justus Lipsius, in the Rue de la Station. It may be added that in his speech at the Guildhall, Mr. Asquith spoke of "the greatest crime committed against civilisation and culture since the Thirty Years' War—the sack of Louvain: with its buildings, its pictures, its unique library, its unrivalled associations—a shameless holocaust of irreparable treasures lit up by blind, barbarian vengeance."



## HOW HISTORY REPEATED ITSELF AT ST. QUENTIN: A STIRRUP-CHARGE.

DRAWN BY R. CATON WOODVILLE.



### THE MOST DRAMATIC INCIDENT OF WATERLOO REVIVED BY THE BRITISH IN THE GREAT WAR: HIGHLANDERS, HOLDING ON TO THE STIRRUPS OF SCOTS GREYS, MAKING A CHARGE WITH THE CAVALRY.

The most dramatic battle incident at Waterloo, the subject of Lady Butler's world-famous picture, "Scotland for Ever," is stated to have repeated itself, practically in all its details, in the battle at St. Quentin. There, we are told, exactly as the Highlanders did at Waterloo, a Highland regiment joined in the charges on the Germans made by the Scots Greys, and did remarkable service at close quarters. The Highland infantrymen burst into the thick of the enemy holding on to the stirrups of the Greys as the horsemen

galloped, and attacked hand to hand. The Germans were taken aback at the sudden and totally unexpected double irruption, and broke up before the Scottish onslaught, suffering severe losses alike from the swords of the cavalry and from the Highlanders' bayonets. At Waterloo the daring feat was performed once. At St. Quentin the Highlanders are reported to have joined in with the Scots Greys in several charges, all racing forward shouting and cheering.—[Drawing Copyrighted in the United States and Canada.]



## PARIS WITH THE FOE AT HER GATES: GERMAN "TERRORISING" BY BOMBS.

PHOTOGRAPHS BY WYNDHAM.



AS IT HAS BEEN EVERY AFTERNOON BETWEEN FIVE AND HALF-PAST SIX: CROWDS IN THE PLACE DE L'OPÉRA, PARIS, ON THE LOOK-OUT FOR GERMAN BOMB-DROPPING AEROPLANES.



SWEEPING THE DARKNESS FOR GERMAN AEROPLANES BENT ON BOMB-DROPPING: SEARCH-LIGHTS WORKING FROM A ROOF IN PARIS WHEN THE GERMANS WERE AT THE CAPITAL'S GATES.

In these early stages of the Great War it has been evident that Germany has resolved upon a policy of "terrorising." She argues, doubtless, that by striking fear into the hearts of the dwellers through whose country her forces pass she makes it unnecessary to leave any considerable number of troops behind in the area devastated. Her other determination is, obviously, to give "nerves" to those in towns and cities she means to besiege or to march through. Hence, apparently, the dropping of bombs from Zeppelins over Antwerp and elsewhere, and bomb-dropping from aeroplanes over Paris. So far as

Paris is concerned, it would seem that Germany has not been successful in her desire, for it was written only a few days ago that the temporarily abandoned French capital was calm even while the enemy was at her gates—so much so that a special correspondent said: "Even the five o'clock circuit of German aeroplanes created small sensation. It is no longer 'new.' Yesterday gentlemen of sporting tastes took shots at the aeroplanes as they sat at coffee on the Boulevards." The Place de l'Opéra, by the way, seems to have been the chief objective of all the German bomb-dropping aeroplanes.



## MODERN NAVAL WARFARE: V. THE SUBMARINE AND ITS INFLUENCE

AN UNKNOWN FACTOR. BY A NAVAL EXPERT.

IT has been shown in previous articles how great an advance has taken place in the matériel of naval war since the last great conflict by sea was fought, and the developments in regard to ships, guns, and torpedoes have been briefly described. Lightly speaking, the progress of the torpedo should include that of the submarine, for had it not been for the existence of the former as a reliable and efficient weapon, there would have been no use in pressing forward the construction of the latter as a sea-going vessel for naval use. So wonderful, however, has been the advance of the submarine to its present position as an acknowledged factor of importance in sea warfare that the subject demands an article to itself.

On July 13, 1813, during the course of the war between Great Britain and the United States over the rights of neutrals, the *Ramillies*, a line-of-battle ship commanded by Captain T. M. Hardy, Nelson's old friend and Flag-Captain, was lying at anchor off New London, blockading that town, when the deck sentry, happening to look astern, observed an object rise to the surface close to the ship. He sang out, "Boat ahoy!" but the object immediately disappeared. An alarm-gun was fired, hands were called to quarters, the cable was cut, and the *Ramillies* got under way. Once more the mysterious vessel rose to the surface, and before the guns could be trained on it it dived again and fastened itself on the keel of the British ship. During the half-hour it remained there a man inside succeeded in drilling a hole through the copper of the *Ramillies*, but the screw with which he was attaching the explosive broke, and the attempt to sink the ship therefore failed.

This crude method of destroying war-ships from below the surface of the water, carried out with a small diving-boat propelled by paddles at the rate of only three miles an hour, epitomises a good many earlier attempts of a similar kind. It must be centuries ago that man first tried to copy the attributes of the whale for purposes of warfare. It is just fifty years, however, since a submarine was able to inflict real damage on a sea-going war-ship to the extent of causing the latter to sink. Incidentally, this submarine destroyed herself in the operation. On the night of Feb. 17, 1864, during the American Civil War, the *Housatonic*, one of the Federal war-ships, was at anchor off Charleston. Those on watch suddenly observed through the darkness what looked like a flat plank heaving down upon them. It was the visible part of one of the Southerners' submarines, which, being intended to blow up the Goliaths of the Northerners' fleet, were known by the Biblical name of "Davids." The *Housatonic's* crew went to quarters, but found that their guns could not be depressed sufficiently to hit the object. Therefore the cable was cut. Before the big ship began to move, a loud explosion was heard and a large hole was driven in her starboard side close to the magazine, causing her to sink with loss of life. Nothing more was seen of the "David," which was supposed to have escaped. Years afterwards, divers examining the wreck found the submarine lying alongside the hull of the *Housatonic*, with the remains of her gallant crew of nine on board.

It was in the autumn of 1900 that the British Admiralty ordered their first submarines from Messrs. Vickers. The French had been earlier in the field, but some of their boats, such as the *Gymnote* of 1889,

were merely unarmed experimental craft.

The type of the first British boats was that invented by Mr. Holland in America. Each boat was of 120 tons, shaped like a cigar, with an Otto gasoline engine to give a surface speed of eight knots, and a 70-h.p. electric-motor to give a submerged speed of seven knots. Only one torpedo-tube was carried, and the crew consisted of seven officers and men. The "Holland" boats, five in number, proved very satisfactory as the pioneer vessels of the British submarine flotilla, and remained in use for training purposes until about 1910.

All the later boats up to 1913 were of British design, the result of the experience gained by our own



AKIN TO THAT PICKED UP BY A BRITISH SUBMARINE: A GERMAN NAVAL SEA-PLANE.

A British submarine recently brought into Harwich a German naval lieutenant and his mechanic, found clinging to their machine in the North Sea. Some bombs were taken from it, and it was then sunk.

naval officers and men. First came the "A" class, thirteen in number, completed about 1904, in which the submerged displacement increased to 204 tons, the surface speed to 13 knots, and two torpedo-tubes were carried. Then there were the "B" class, in 1905, which had a superstructure for improved surface running. They were followed by the "C" class, the most numerous in the British flotilla. The adoption of two propellers increased the speed, and

introduced with the "D" class, the first to carry wireless installations and to have three torpedo-tubes; while in the "E" boats there has been advance in several directions which it would be contrary to the national interest to describe in detail at the present time.

Thus, in the comparatively short space of fourteen years, British naval men have built up a new arm of far-reaching influence and potency. As Mr. Churchill said at the Lord Mayor's Banquet last year, our submarine service—thanks to the foresight of Lord Fisher—is more than twice as powerful as that of the next strongest Naval Power. That is not a preponderance which can easily be lost, because submarines are useless except in trained and long-experienced hands; and, quite apart from the great number of submarine vessels which we possess, we have created in the last ten years a force and personnel of over 3000 officers and men who are, it is believed, masters of submarine warfare.

Several mishaps to early submarines were due to engine trouble, but now that the unreliable gasoline engines are giving place to heavy-oil engines—mostly of the Diesel type—difficulties of this kind are being overcome. The French found it desirable to adopt steam-engines for the surface propulsion of many of their boats; but this plan has not been followed in Great Britain, so far as is known. The one great drawback of the submarine is its limited vision. It is entirely dependent upon its periscopes when running submerged. Most people will know that a periscope is a combination of reflecting mirrors within a long tube, which can be revolved as desired, thus giving the observer inside a view in any direction. If the top of the periscope is submerged, or if it is broken or shot away, the vessel becomes blind, and only able to steer by compass. In a heavy sea, the wash of the waves renders it difficult to see properly without coming to the surface. The question is sometimes asked whether the need for keeping the periscope top just above water will not reveal a submarine's presence. It is, however, difficult to see so small an object at any distance, and no doubt before a submarine got close in to its quarry, which it is now helped to find by the sea-plane fitted with wireless, it could, if necessary, sink periscope and all before discharging its torpedoes. Similarly, the periscope could be sunk if it became necessary to make a rush for safety.

Up to the present, the submarine has been practically an untried weapon in warfare. It accomplished nothing in the Russo-Japanese War. It was at first expected to exercise an immense moral effect in war, when it was argued that the greatest skill and courage of men in larger surface vessels would not assist them against a foe they could not see. Now the moral effect is small, and practically non-existent. The submarine's powers can hardly be judged by peace experiments. It is one thing for a flotilla to surprise a battle squadron and claim to have sunk its ships merely because it came close to them. What would happen when the torpedoes of the submarines had to be trained accurately and discharged quickly to ensure their hitting, and when the guns of the surface vessels came into play, is another thing altogether. The sinking of the German submarine "U 15" shows that though a submarine may be able to get off her torpedo, it may not get home, and the guns of her prey hit back.



VESSELS THAT HAVE SO FAR PROVED LESS FORMIDABLE THAN WAS EXPECTED: GERMAN SUBMARINES AT WILHELMSHAVEN.

Except for the ill-fated attempt of the "U 15" on the British cruiser "Birmingham," German submarines have not so far been much heard of during the war. The British submarines, it was officially made known, contributed much to the success of the Heligoland action by their "extraordinary daring and enterprise in penetrating the enemy's waters" during the previous three weeks, and thus bringing information to the Admiralty.—[Photo, Record Press.]

two periscopes were fitted instead of one, so that the captain of the boat and a look-out man might both be able to sweep the horizon at the same time. The tonnage was augmented, and greater sea-keeping capacity obtained. Striking improvements were



## THE BEST ANTIDOTE FOR MINE-LAYING: MINE-SWEEPING AT SEA.

DRAWN BY CHARLES J. DE LACY.



A PAIR OF TRAWLERS ON THE DANGEROUS WORK FOR WHICH THEY ARE EMPLOYED IN THE NORTH SEA :  
SWEEPING FOR MINES WITH A WEIGHTED WIRE ROPE STRETCHED BETWEEN THE CRAFT.

Recent British naval news has brought fresh evidence of the way in which Germany has sown mines broadcast. H.M.S. "Pathfinder" struck a mine on September 5, and foundered very rapidly, with great loss of life; while on the afternoon of the same day, the Wilson liner "Runo," with 300 Russian passengers, many of them reservists returning from America, struck a mine and sank while on her way from Hull to Archangel. In the latter case some twenty-five lives are understood to have been lost. The most effective method of dealing with submarine contact-mines is by "sweeping" under water

where they are suspected to exist. Six years ago the Admiralty originated the idea of using Grimsby steam-trawlers for the work. Germany followed suit three years ago. The mine trawlers work in pairs, keeping usually a cable (or 200 yards) apart. Steaming slowly, they draw between them a weighted wire rope, which catches the mooring-chain of the mines and drags them up from beneath. The "strikers" of the detonating mechanism in a contact-mine are on top, where a passing ship would touch; below the smooth metal surface of the mine-case.—[Drawing Copyrighted in the United States]



## SCIENCE &amp; NATURAL HISTORY



IN THE SIXTEENTH CENTURY: A DOCTOR RECEIVING THE SIGNS OF HIS DEGREE

## SCIENCE JOTTINGS.

THE CARE OF THE SOLDIER'S FEET.

THAT an army marches on its stomach is a maxim the *Daily Press* is never tired of impressing upon us. As a metaphor it may be true enough, but in fact the infantry which forms the huge majority of a modern army marches on its feet, and it is even more necessary that a soldier's feet should be sound and capable of carrying him over long distances without fatigue than that his stomach should be always filled. Yet how they should be kept so is a problem that gets more difficult daily, because the conditions of modern warfare differ far more widely than formerly from those of peace. In times of peace the soldier walks on an average about six miles a day, he has his boots off for eight hours out of the twenty-four, takes a daily bath, and changes his socks twice a week. In war, particularly in such war as our troops have been waging in Belgium, he has often to march twenty or even thirty miles a day, he sleeps in his boots, and sometimes cannot get them off from one end of the week to the other. As, too, he is now more often a townsman than a countryman before he joins the colours, his feet have seldom undergone the hardening in their youth which falls to those of the clod-crushing peasant. Small wonder that many of them break down on active service.

To avoid this, the first and most important thing is to have well-fitting socks. Socks too narrow in the toes or too short in the foot are far often more responsible for ingrowing nails and enlarged toe-joints than are ill-fitting boots; and one is heartily glad to see that the British Red Cross Society has set its face against the abominations known as heel-less socks. If, on the other hand, the sock be too large, it will "ruck up" at the heel, and before long will produce a blister which may grow into a dangerous wound. The best way of getting a sock of the right size is to wrap it, folded flat as it is when new, round the clenched fist. If the extremities of the heel and toe meet comfortably and without straining across the knuckles, the sock will fit. If they will not, it is too small; and if they overlap, it is too large.

Next comes the boot. If everyone could have his marching boots made for him by a careful West-End bootmaker, who would probably charge three guineas for a pair, he would get something that would last through almost any campaign, and which might be trusted not to gall his feet. As it is, the soldier in the field has generally to put up with the service or

prevent this. To do so, take a pint of neat's-foot oil—for some unexplained reason it can be bought better at a cats'-meat shop than anywhere else—and fill both boots with it as high as the laces. Leave the oil in the boots all night—or for twenty-four hours, if possible—and they will be as soft and easy to the feet as canvas shoes. Any greasiness that may remain after the oil is poured back into the bottle can be removed with a bicycle-rag, and the boot will remain not only easy but waterproof until all the grease has worked out of the leather, which will not be for months. A pair of boots thus treated once kept the writer's feet dry through a fortnight's manœuvres during which the rain practically never left off.

With proper boots and socks, then, there should be little chance of galled feet, but the risk may be still further diminished by the use of boot-powder. This should not be any preparation of chemicals, but powdered French chalk, shaken freely into the boots just before putting them on, and driven into the toe by tapping it against the ground. Any recommendation to wrap wet muslin round the foot, or to do up each toe in a separate piece of rag, should be treated with the contempt it deserves; and if the young soldier should, in spite of all precautions, get blisters on his feet, they should be anointed

"ammunition" boot, which costs some fourteen shillings. It is, as now supplied, as good a boot as can be made for its purpose, its one fault being that it is unnecessarily heavy. All

with melted tallow dropped into a palm full of whisky, or, failing that, with plain vaseline. Contrary to what is generally said, blisters should not be pricked until the tallow or vaseline has been tried, because under that treatment they will often dry up without further trouble.



A TOWN HALL AS A HOSPITAL: A BAND OF RED CROSS NURSES READY TO TEND WOUNDED BRITISH SOLDIERS AT TORQUAY.

Some public buildings, including the Town Hall at Torquay and a school at Plymouth, have been converted into military hospitals for the reception of the wounded from France. There are more than 150 military hospitals in Great Britain, as well as over 60 civil hospitals which are described as sections of military hospitals. So many hospitals have offered to take wounded that only a few buildings of other kinds have had to be specially adapted for the work.—[*Photo, Durham.*]



THE FIRST RED CROSS HOSPITAL-SHIP TO BRING WOUNDED BRITISH SOLDIERS FROM FRANCE: THE "ST. ANDREW" ARRIVES AT SOUTHAMPTON.

The first hospital-ship to reach this country with wounded British soldiers from the battlefields in France was the Great Western steamer "St. Andrew," which landed the men at Southampton. Special trains were waiting at the quay, and it is understood that the more serious cases were taken to Netley Hospital. The wounded on board the "St. Andrew" were men who had fought at Mons.—[*Photo, C.N.*]

new boots, however, have a tendency to contract and "draw" the feet when first worn, and the soldier should take immediate steps to

bivouac. On the other hand, none of them are contraband, and they will all travel easily and cheaply by post.

F. L.



## THE GERMAN INCUBUS ON BELGIUM: THE INVADERS IN BRUSSELS.

PHOTOGRAPHS BY C.N.



THE ORDERLINESS OF PRUSSIAN MILITARISM: GERMAN TROOPS IN THE ANCIENT GRAND' PLACE AT BRUSSELS.



MOUTH-ORGAN MUSIC FOR TIRED GERMAN SOLDIERS: TROOPS RESTING ON ARRIVAL IN BRUSSELS AFTER A LONG MARCH.

It was reported on the 8th that the German Army of occupation in Brussels had been increased by 3000 men, and that the state of affairs in the city gave cause for some apprehension, one reason being a shortage of food for the inhabitants. A new German Governor was recently appointed; and the gallant Burgomaster of Brussels, M. Adolph Max, whose courageous action has done so much for the welfare of the city in these perilous times, has now relinquished that office, and has received an appointment in the

American Embassy. On September 1 the Germans ordered British citizens in Brussels to leave within twenty-four hours, and it was reported at the same time that they had strongly fortified the city in the direction of Tervueren and the park of Cinquantenaire. It was said that guns had been mounted in the park close to the royal palace, and that the German authorities threatened to turn them on the people in the event of any anti-German manifestations; also that trenches were being dug round the city.



# RUIN SPREAD BY THE "CULTURED" GERMANS IN TWO HISTORIC CITIES: DESTRUCTION AT LOUVAIN AND LIÈGE.

PHOTOGRAPHS NOS. 1, 3, AND 4 BY NEWSPAPER ILLUSTRATIONS; NO. 2 BY C.N.



GERMAN VENGEANCE ON THE CITY WHICH FIRST STEMMED THE TIDE OF INVASION: THE STUDENTS' QUARTER AT LIÈGE BURNT OUT.



ONE EXCEPTION TO THE GERMAN PLAN OF TOTAL DESTRUCTION: THE HOTEL DE VILLE LEFT INTACT AMID THE HOLOCAUST.



DESTRUCTION AT LOUVAIN: THE HOTEL DE VILLE LEFT INTACT AMID THE HOLOCAUST.



BUT A FEW WEEKS AGO THE PEACEFUL HOMES OF BELGIAN CITIZENS: BURNT-OUT HOUSES AT LIÈGE.



A BRIDGE OVER THE MEUSE AT LIÈGE BLOWN UP AT THE OUTSET OF THE WAR: RUINS OF THE STately PONT DES ARCHES—SHOWING, JUST BEYOND, THE TEMPORARY BRIDGE OF BOATS.



THE STately PONT DES ARCHES—SHOWING, JUST BEYOND, THE TEMPORARY BRIDGE OF BOATS.

In the first news of the German invasion of Belgium it was stated that the Belgians had blown up bridges across the Meuse in order to retard the enemy's advance, while the German General's proclamation to the Belgians said: "We must have a clear road. The destruction of bridges, tunnels, and railways will have to be considered hostile actions." During the early days of the siege of Liège—August 11, 12, and 13—the inhabitants suffered severely, and many buildings were destroyed. As a "Times" correspondent wrote: "Every now and then a shell would come screaming over the town and fall upon the roofs of the houses. It would explode with terrific force, shattering walls and floors, and leaving a heap of ruins. From these houses one heard the screams of the injured and dying, the shrill alarm of little children; distraught women rushed out into the street. Several houses, moreover, took fire

and were burned to the ground. Here, again, cruel scenes were witnessed." These terrible photographs tell their own story. The figure in the first is a disarmed Belgian policeman compelled, it is said, under pain of death, to warn the Germans of any approaching danger. Mr. Asquith, in his great speech at the Guildhall, said that, had Great Britain stood aloof from the war, "We should have been watching as detached spectators the siege of Liège . . . and finally the greatest crime committed against civilisation and culture since the Thirty Years' War—the sack of Louvain, with its buildings, its pictures, its unique library, its unrivalled associations: a shameless holocaust of irreparable treasures lit up by blind barbarian vengeance."



# THE GREAT WAR: MINES; AND A SEDAN PROCESSION.

PHOTOGRAPHS BY CRIBB AND C.N.



THE THIRD NAVAL VICTIM OF GERMAN MINES SOWN BROADCAST: H.M.S. "PATHFINDER,"  
BLOWN UP OFF THE EAST COAST



THE SECOND NAVAL VICTIM OF GERMAN MINES SOWN BROADCAST: H.M.S. "SPEEDY,"  
BLOWN UP IN THE NORTH SEA.



THE "SEDAN DAY" PROCESSION IN BERLIN IN THIS YEAR OF THE GREAT WAR: CAPTURED RUSSIAN AND FRENCH GUNS BEING PARADED IN UNTER DEN LINDEN.



BLOWN UP BY THE BELGIANS TO DELAY THE GERMANS: TONGRES RAILWAY BRIDGE  
AS TEMPORARILY RESTORED BY THE INVADERS.

The first illustration shows the "scout" "Pathfinder," blown up by a German mine off the East Coast on September 5, the disaster being attended by an officially stated casualty list of 4 killed, 13 injured, and 242 missing. Apparently the mine fired the "Pathfinder's" magazine, shattering the vessel and causing her to sink instantly.—The gun-boat "Speedy," seen in the second illustration, was an old vessel used, before the war, on fishery-protection service in the North Sea. She struck a mine on the previous day (September 4), fortunately with the loss of only two men seriously injured, and one man missing, as stated by the Admiralty.—Berlin celebrated on September 2 the anniversary of the surrender of the French Army at Sedan in 1870 by the usual



THE GERMAN METHOD OF UNDER-WATER WARFARE: A NORTH SEA MINE-LAYER  
READY TO START WITH MINES ON BOARD.

military street procession of the garrison. The central feature of this year's parade comprised a number of cannon captured in the earlier fighting of the present war from the French and the Russians. We see them passing through the crowd to be displayed before the Imperial Palace.—Tongres, a Belgian town in the province of Limbourg, to the north-west of Liège and near the Dutch frontier, is an important railway junction. It was one of the points at which the Belgian Engineers blew up the bridges to check the invaders. Men of a German picket guarding the point are also seen.—The last illustration shows a German mine-layer. Some of the egg-shaped mines are seen at the stern, stowed ready for dropping overboard.



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## THE WORLD WAR: SOME COMMENTS.

THE Germans look upon war as a science; this in counter distinction to the French and, incidentally, to the English, who regard war as an art. The difference is apparent to every soldier of experience. The Germans, on their part, organise, train, and lead their troops as if these were the component parts of a huge machine.

That is to say, the officers of the Grand General Staff are in the position of skilled engineers controlling a huge and delicate mechanism. At the commencement of war it is their duty to set this engine in motion and to see that it works properly until the conclusion of hostilities; the rank and file are merely parts of the mechanism and are taught to have no initiative of their own. This is all well and good as far as it goes, and the engine can keep on going fairly well during its first forward movements—by this I mean on initial assumption of the offensive. But it is very apt to get out of gear when driven back; and, once out of gear, it is even more difficult to start again on forward progress.

Napoleon estimates the morale to the physical power of troops as four to one. Everything considered, this probably applies at the present time as it did in the time of the great captain. The French, bearing this in mind, have of late years exerted great care in training their men in individual initiative and to a system of superior individual marksmanship. This applies to all of the four arms of the army—Infantry, Artillery, Cavalry, Avions, and Air-ships. They have striven to teach a *finesse* in their movements that is totally disregarded, and is even ignored, by their present opponents.

Coming now to the actual position in the theatre of war, we see over half a million German troops threatening Paris along the north-western frontiers of France. This immense body of men have passed the Meuse, battered down the two first-class fortresses of Belgium—Liège and Namur—and are now proceeding towards the investment of Paris in three columns. France, who has too long relied on her series of fortresses on the eastern frontier, now finds that she has too few troops and no first-class fortresses to impede this triumphant progress until the enemy reaches the outskirts of her capital.

Fortunately, however, these fortresses are in every way up to date and represent a first barrier that will take more than half a million of the enemy successfully to invest and capture. Beyond this first line of fortresses, whose perimeter is nearly a hundred miles in extent, there are the old fortifications, which have also recently been brought up to date as much as possible: these are the forts of 1870-71. Between the two barriers fully eight army corps have ample room in which to deploy for action; and this force is quite distinct from the troops manning the siege works. It is not meant that France has any intention of cooping up eight army corps that could be better employed outside this circle in harassing the besieging forces; only it should be shown that there is a vast space for employment of

troops between the old and the new ring of works. For instance, no projectile fired by the forces investing the outer works could possibly damage the buildings of the city proper—the distance between the outer and inner circles is roughly between ten to twelve miles at all points. I am personally of the opinion that the Germans, even if unhindered from the outside, which will not in any event be the case, would take two to three months to capture the works in order to make their way into Paris itself.

It must be remembered that while Liège and Namur were reckoned as first-class forts, they in no way approached the standard devised by French engineers for the outer circle of their own fortresses. One point may make this clear to the lay mind. That is, whereas Belgian fortresses were of concrete and could so be pounded by the tremendous force of the new 17.5-inch Prussian guns as to be rendered absolutely useless to the defending artillery, the French siege works lie, in most places, below the level of the terrain and so cannot be knocked about. Where it has been necessary to raise outer works, these have been made of earth in no case less than fifty feet in depth. The hostile shells will embed themselves in ground which they cannot greatly disturb, and the holes can always be filled in at night. Most fortunately of all, the French siege guns are mounted on disappearing carriages—that is to say, the guns lie in specially constructed pits below the surface. They are accurately sighted from this position and automatically raise themselves in order to fire; and at the moment of firing they are again depressed by a system of hydraulic recoil. This means that the guns, even if picked out by hostile artillery, would be only in view for a few brief seconds. But siege artillery are already acquainted with many devices whereby even the flash of their guns can be almost totally concealed from hostile artillery.

The guns themselves are painted a neutral tint, and even if raised, could not be picked out within rifle-range.

Let us now come again to the actual position of the troops attacking France. The eastern frontier is strongly held, and will not in all probability be penetrated by the invaders. But things are not well with the German forces even at the present moment. Not only have their troops been badly battered by their unprogressive close formation in masses, but the German soldier, as explained above, has always been taught to subjugate any personal initiative to his superior officers, and is therefore only a component part of a great machine. It is owing to his training that it will take a number of battles before he can properly conduct himself in modern war, without grave and unnecessary losses. These things being so, it is now certain that a far greater number of men will be destroyed in action than that of his more efficiently trained enemy.

In this paper I shall not speak of the higher commands, as I am limited to space. But, in concluding, it must be

borne in mind that the three attacking columns of German troops have already formed lines of communications of approximately 180 degrees in an arc. These three columns are commanded respectively from West to East by General von Kluck, advancing from Douai-Beauvais to the west of Paris; by General von Buelow, advancing from Mons to the north of Paris; and by General von Hansen, in command of the army advancing from Charleroi-Hirson to the River Marne, east of Paris. There are also three other German armies—that of the Duke of Württemberg, advancing Treves-Sedan (crossing the River Aisne)—Epernay (on the River Marne); that of the Crown Prince, advancing from Luxembourg-Longwy (across the Rivers Meuse and Aisne-Chalons (also on the River Marne); and that of the Crown Prince of Bavaria, which has been driven back from Nancy across the German frontier. Everyone knows that a General commanding armies—even army corps, for the matter of that, or divisions—exerts more care in keeping his lines of communication open than in the deployment of his troops in anticipation of actual battle. The Germans have therefore to guard their lines of communications extending around nearly half an arc—approximately 250 miles—of hostile territory from their own frontier to the north of Paris.

We shall certainly hear within a month or so that French detachments from the fortress of Verdun and elsewhere, co-operating with the two intact Belgian army corps from Antwerp, will advance, the one from the north, the other from the south, in order to cut the Germans completely from their supplies. It can well be understood that the Germans mean to live off the country, but they certainly cannot get their ammunition except from Germany.

The moment has not yet arrived for the above indicated operation, but it will undoubtedly take place before the Germans have been able thoroughly to invest the French capital. And it is highly probable that a great portion of their siege train will also be intercepted by a movement of this kind.

Meanwhile the Russians will have soon driven the Austrians from Galicia into Hungary, where they can contain them with a few army corps. They will then threaten Berlin on their march through Eastern Prussia; and I trust by early in November that this hostile capital will itself be invested, and before the end of that month, occupied. For it must be remembered that Berlin is not guarded in the same manner as Paris, by a ring of well-nigh impregnable fortresses. And it may well be that in this same month the Austrian capital on the Danube will also be occupied by the Allies—fully half of her active forces have already been placed *hors de combat* by the Serbian and the Muscovite troops; and I learn also that Hungary is about to secede by her Agreement.

It is therefore evident that *all is not well with our friend the enemy.* CLARENCE WIENER (Captain).

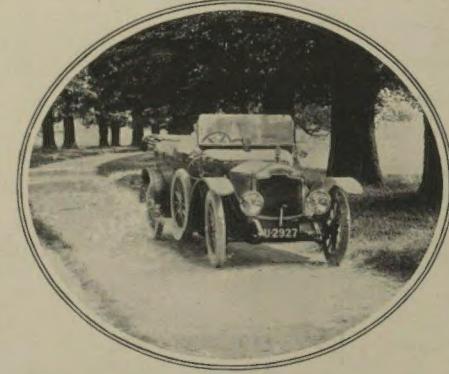
## THE CHRONICLE OF THE CAR.

## The Motor-Car in War.

It is not much in the way of detail that is allowed to filter through to us from the seat of war. Just the fragmentary impressions of wounded soldiers and the stories of refugees, which are gathered and pieced together by newspaper correspondents whose knowledge of the game of war is not, as a rule, on a par with their imagination. Therefore, it is a somewhat thankless task to endeavour to read any illuminating lessons from the very sparse information we have. So far, however, as the purposes of this column are concerned, there is this much that is to be gleaned—that the motor-car is having a far greater effect on the conduct of military operations than even the most devoted advocate of the automobile had ever imagined would be the case. For instance, we know that armoured cars are being used by the Germans, because some of them have been captured by our own and the French troops against whom they were being used. These cars, it would appear, are mainly used in conjunction with cavalry to clear the roads in advance of the main bodies. They are mostly cars of ordinary touring type which have been converted to the purposes of war by the improvisation of armour, which takes the shape of thin steel plates bolted to the body-work. So far as we know, nothing like the "war-car" of the journalist's imagination has appeared in the fighting line. That will probably come later, when it is fully realised how much good work has been, or can be, done by cars having their vitals protected by armour which will keep out rifle-bullets and which are armed with light machine-guns for use against troops. Of course, it would be the

forts" we have from time to time seen illustrated as the productions of the fertile brains of inventors with next to no military knowledge.

Coming to another and much more important phase of automobilism in war, there does not seem to be any doubt



AT NEWNHAM PADDOX, THE SEAT OF LORD DENBIGH:  
A 13-H.P. ROVER CAR.

Our illustration shows a smart 13-h.p. Rover car proceeding up the drive at Newnham Paddox, the Earl of Denbigh's seat at Lutterworth.

at all, if we are to trust the few apparently balanced reports that have come to hand, that the brilliant rapidity of the German advance, and the equally brilliant retirement of the Allied armies, have been in no small measure due to the almost universal replacement of the horse by the motor for transport purposes, not only of stores and munitions, but of troops as well. If we contrast the operations which have been carried out during the past month with those that preceded the disaster of Sedan in 1870, we shall see to what a marked extent the change in transport methods has affected the time-tables of war. During last month and subsequent to the fall of Namur, we know that both armies marched continuously at the rate of twenty miles a day for days on end, and fought over practically every inch of the ground they covered. There has been no disorganisation on either side, nor have we heard of the wholesale capture of convoys or transport columns by marauding cavalry,

such as has been an inevitable accompaniment of the wars of the past. This, no doubt, has been a consequence of the greater speed and mobility of the transport, and of the fact that the motor, unlike the horse, does not

tire or lie down and die after three or four days of hard marching.

## Forty-Four Years Ago.

In the 1870 campaign, MacMahon left Rheims with his army of 130,000 men on Aug. 23, and it was not until exactly a week later that the crossing of the Meuse was commenced, fifty miles away. True, he had wasted a day in a futile attempt to retire north-westwards, which attempt he had to abandon in obedience to orders from Paris, but even then his average marching rate was no more than nine miles a day, principally due to the slowness of his transport. On the 30th was fought the action of Beaumont, in which De Failly's corps was very badly handled and lost most of its transport, because the latter was not mobile enough to get away in time!

Studying the lessons of the campaign of Sedan, it does not seem an unfair inference to draw that, had MacMahon's army been possessed of motor transport, he might well have succeeded in his first intention of joining hands with Bazaine at Metz, and together defeating the German army investing that place. What course the war would then have taken it is impossible to say. What we do know is that MacMahon had a chance of carrying this movement to success if he could have marched at the rate of fifteen miles a day, or even possibly less, and that it was mainly his transport that kept him back. Of course, it is quite unsafe to draw inferences of this kind from the wars of half-a-century ago, but whether the operations I have so sketchily traversed would have succeeded or not under the supposed conditions does not matter over-much. The main point is that they do at least demonstrate to us the enormously increased mobility of modern armies which has



A USEFUL AMERICAN CAR WITH A TORPEDO BODY:  
A 15-20-H.P. OAKLAND.

Our illustration shows a 15-20-h.p. Oakland car fitted with an English-built torpedo-body.

merest futility to attempt to use such vehicles against an enemy strong in artillery—they would simply be blown off the roads—and I do not, therefore, believe that either the Germans or ourselves will be found using the "travelling



A 35-H.P. LANCIA CAR WITH A SALOON-LIMOUSINE BODY:  
BUILT BY MESSRS. MAYTHORN.

It is painted purple and black, and upholstered in an embossed grey cloth with strands of purple in it.

resulted from the adoption of mechanical transport. There are other aspects of the use of the motor-vehicle in war to which I should like to refer, but these must keep for the present. W. WHITTALL.



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"Yours faithfully,

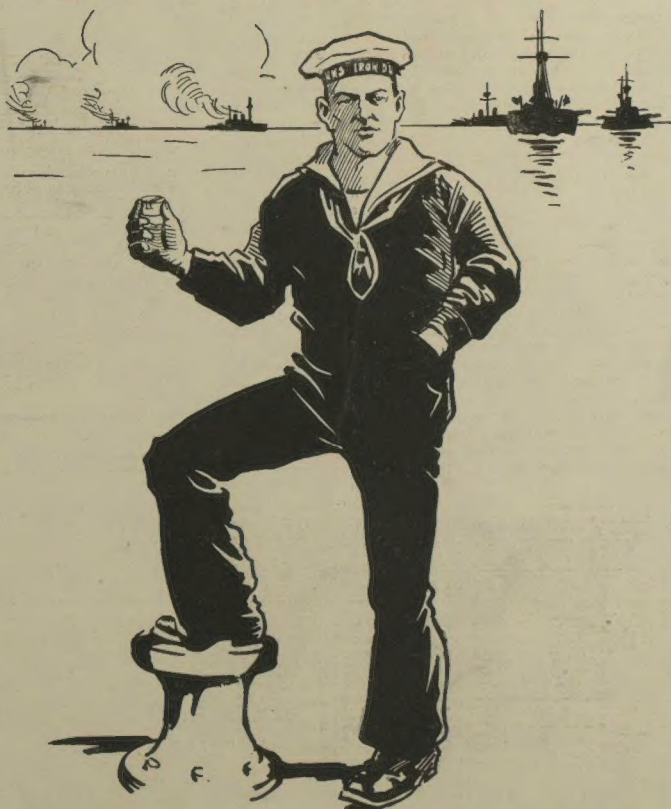
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## WILLS AND BEQUESTS.

THE will of Mr. JOHN GRANVILLE HENNIKER, of Catcott, Manor, Somerset, Lord of the Manor of Catcott, who died on March 29, is proved by Dr. John Wayte and Percy W. Russell, the value of the property being £44,307 10s. 7d. The testator leaves his Staffordshire estate in trust for his daughter Dorothy Margaret; his Somerset estates in trust for his son, Robert John Aldborough Heniker; and his medical books, instruments, and appliances to John Wayte. The advowsons of the Vicarages of Frocester, Gloucester, and Cauldon and Waterfall, Staffs, and the residue of the property go to his son.

The will (dated Dec. 29, 1909) of Mr. ALFRED CHICHELE PLOWDEN, of 37, Lexham Gardens, S.W., police magistrate at Marylebone, who died on Aug. 8, is proved by Humphrey Evelyn Chichele Plowden, son, the value of the property being £115. It reads: "I leave the arrangements for my burial in the hands of my executors. If they decide on a memorial service, as is usual, my wish is that it should be performed at St. Mary's, Bryanston Square, as the church nearest to the Marylebone Police Court, where so much of my life's work has been done. I am indifferent whether my body is interred or cremated; whichever of these is decided upon I trust my executor to see that it is carried out simply and inexpensively as is consistent with what is reverent and becoming. I particularly beg and beseech that he will see to it that there is no shadow of doubt as to my death before I am put into my coffin." He left all his property to his wife, who predeceased him.

The will of Miss EMMA HANNAH MOORE, of Wyvestone, Broadwater Down, Tunbridge Wells, who died on July 11, is proved by Clement H. R. Macartney-Filgate and Philip William Carr, the value of the property being £55,831. Testatrix gives £500 to her friend Maude Rossell; £100 each to the Rev. Christopher S. Watson, Ida Watson, Geoffrey L. Watson and Mathilde S. Tunstall-Moore; legacies to servants; and the residue to her nephew and nieces George B. Tunstall-Moore, Lucy M. Macartney-Filgate, Evelyn Frances Hargreaves, and Edith M. Smith-Bingham.

The will of Mr. GEORGE JOHN SCURFIELD, of Hurworth House, Hurworth-on-Tees, Durham, who died on May 4, is proved by Admiral Sir George Lambert Atkinson Willes, the value of the real and personal estate being £183,322, the whole of which is left on various trusts for his wife, sister and children, with various remainders over on failure of issue.

The will of Mrs. CHARLOTTE REBECCA FOWLE, of 109, Blenheim Crescent, Notting Hill, who died on Aug. 3, is proved by the Public Trustee, and the value of the property sworn at £42,981. She gives her residence and contents to Mary Louise Cameron; and the residue to William John Cameron.

The will (dated Jan. 12, 1912) of Mr. JOHN LYLE, of Fimnath House, Weybridge, a director of Adam Lyle and Co., Ltd., Mincing Lane, sugar-refiners, who died on July 5, is proved by his brothers William Park Lyle and Robert Park Lyle, the value of the estate being £452,035. To each of his sons Philip and Oliver he gives one half of his ordinary shares and one fifth of his preference shares in Adam Lyle and Co., Ltd., to each of his three daughters

£150,000; to his brothers-in-law Norman M. Yorke and Walter M. Yorke and to his sister-in-law Annie E. M. Yorke, £500; to Lilian, Winifred, and William Yorke, £350 each; legacies to servants; and the residue to his five children.

The following important wills have been proved:—

Mr. Thomas Hughes Forde Hughes, 12, Union Street, Carmarthen . . . £74,807  
Mr. John Mottram, Holmleigh, Stafford . . . £61,462  
Mr. John Brinton, Moor Hall, Lower Milton, Worcester . . . £43,967  
Mr. William Gordon, St. Clements, Forfar . . . £41,852  
Mr. Albert Septimus Bradshaw, The Waldorf Hotel, London . . . £40,861

## CHESS.

TO CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

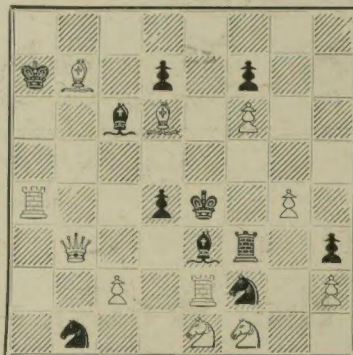
T J (Linsfield).—Black can castle Queen's Rook in the position you send. The fact that his Queen's Knight square is commanded by a hostile piece does not prevent it.

R K SOMERTON (Bolton).—Thanks for your kind expression of appreciation. CORRECT SOLUTION OF PROBLEM No. 3666 received from C A M (Penang); of No. 3661 from Béla Kurz (Budapest); of No. 3663 from Montague Lubbock and Jacob Verrall (Rodmell); of No. 3666 from J C Stackhouse (Torquay).

CORRECT SOLUTIONS OF PROBLEM No. 3667 received from H Grasset Baldwin, F Smart, R Worries (Canterbury), and G Stillingfleet Johnson (Seaford).

PROBLEM No. 3669.—By E. J. POLGLASE.

BLACK.



WHITE.

White to play, and mate in two moves.

SOLUTION OF PROBLEM No. 3666.—By C. H. MORANO.

WHITE.

1. R to Q 5th  
2. R to K 4th  
4. B or Kt mat's accordingly.

BLACK.

K takes R  
B or K takes R

If Black play 1. B takes B, 2. Kt. to B 5th (ch), etc.

## CHESS IN EUROPE.

Game played in the International Masters' Tournament between

Messrs. BREYER and TARASCH.

(Ray Lopez.)

WHITE (Mr. B.) BLACK (Dr. T.)  
1. P to K 4th P to K 4th  
2. Kt to K 3rd Kt to Q 3rd  
3. B to Kt 5th P to Q 3rd  
4. B to R 4th Kt to B 3rd  
5. Castles Kt takes P  
6. P to Q 4th P to Q Kt 4th  
7. B to Kt 3rd P to Q 4th  
8. P takes P B to K 3rd  
9. P to B 3rd B to K 2nd  
10. B to K 3rd

Black could scarcely be expected to walk into the famous trap he himself invented, by which both Zukertort and Gunsberg lost within three moves of this point, so White proceeds with a developing move instead of 10. R to K sq. The continuation of the trap was Castles, 11. Kt to Q 4th, Q to Q 2nd, 12. Kt takes B, P takes Kt, 13. R takes Kt, and wins.

Castles  
11. Q Kt to Q 2nd P to B 4th

There seems more risk than advantage in this. A clear file is obtained for the Rook, but the King finds himself much exposed.

12. P takes P (en pass.) Kt takes P at B 6  
13. Kt to Kt 5th B to B 2nd  
14. Kt takes B R takes Kt  
15. Kt to B 3rd Q to Q 2nd  
16. Q to Q 3rd B to Q 3rd  
17. B to Kt 5th

If B takes P, Kt takes B, 18. Q takes Kt, B takes P (ch), etc. The bait, however, is rather too evident.

Leading up to a beautiful winning continuation of profound depth. Looking at the position after the text move, one is perplexed to see how White can escape disaster.

21. B takes R  
22. Kt to B 5th P to B 5th  
23. Q to R 3rd B to B sq  
24. B to Q sq Q to B 2nd  
25. B to K 5th R to Q 2nd  
26. R to K sq R to Kt sq  
27. Q to R 4th B to Kt 2nd  
28. B to K 8th R (Q 2nd) to Q sq  
29. Kt to K 7 (ch) K to R sq  
30. Kt to Kt 6 (ch) K to Kt sq  
31. Kt to K 7 (ch) K to R sq  
32. B to B 7th P to R 3rd  
33. Q to R 5th R to K B sq  
34. Kt to Kt 6 (ch) K to R 2nd  
35. B to K 6th P to B 4th  
36. B takes B P to R 3rd  
37. Kt to K 7th (dis. ch) K to R sq  
38. Kt takes P Q to Q 3rd  
39. Kt takes R Q takes Kt  
40. R to K 6th Q to Kt 4th  
41. R to K 8 (ch) Resigns.

A really fine piece of chess strategy on White's part.

The Proprietors of Wright's Coal Tar Soap have given 20,000 tablets to the British Red Cross Society.

An Odol Photo Competition was announced during July. Liberal prizes were offered, and Oct. 31 was to have been the closing date of the Competition, but owing to the war it has been postponed. Notice will be given by the Odol Company when they are ready to resume.

The Lotus shoe manufacturers and agents are going on as before the war, and, for the present, are able to keep prices unaltered. They hope that the public will assist them in this, and buy shoes as usual.

The ocean-going training-ship *Port Jackson* will sail from the Thames towards the end of the month with cargo for Melbourne, which she will load at Greenhithe, and, as usual, she will carry a number of cadets training to be officers in the Mercantile Marine. There are vacancies in this vessel, several cadets having been called out for service in the Royal Naval Reserve.

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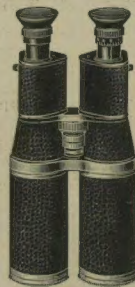


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